

The Coast Guard **RESERVIST**

July - August 1985





The COAST GUARD RESERVIST

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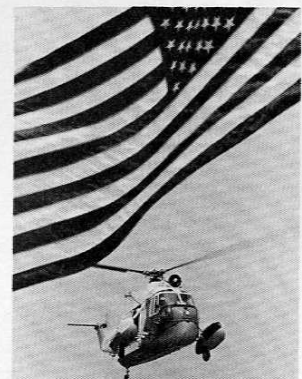
*A newly enlisted Reserve PA puts out
to sea for the first time*

- Plus Much More -

COMMODORE BREED IS NEW OFFICE CHIEF

Commodore Alan D. Breed became the Coast Guard's Chief, Office of Readiness and Reserve, at Coast Guard Headquarters, Washington, DC on 1 June 1985. His immediately previous assignment was as Chief, Office of Boating, Public, and Consumer Affairs, also at Coast Guard Headquarters. Previous to his duty as a Flag Officer in Washington, Commodore Breed served as Chief of Operations, and also Chief of Staff, for the Seventh Coast Guard District, based in Miami, Florida. Commodore Breed's new column, entitled "A View from the Bridge", will replace the

former "Admiral's Corner," and will appear on Page 1 of each issue.



Cover - A Coast Guard HH52A helicopter poses for an Independence Day portrait.



A VIEW FROM THE BRIDGE

BY COMMODORE ALAN D. BREED, USCG

We have shared the sadness of losing our true friend and shipmate, Rear Admiral Joe McDonough. I know that you quickly learned during the year that Admiral McDonough was your leader, what a warm and caring gentleman he was to all of us. Joe and I go back together over thirty years and he has always been a "squared away sailor," a real pro who continuously looked out for his troops. We will indeed miss his leadership and friendship.

As I assume my assignment as Chief, Office of Readiness and Reserve, I extend my greetings and say that I am extremely pleased to be aboard, and ready to face the tasks at hand. The position of Chief of the Office of Readiness and Reserve is one I find exciting, challenging, and vitally important in the security and defense readiness of our nation.

With our mission responsibilities increasing, and our budget decreasing, especially in the area of travel, the challenge of continuing to do "more with less" has been laid in my lap, and in yours. I have seen for myself the many valuable and varied contributions the Coast Guard Reserve has made through the augmentation program. I have seen the excellent performance of the Coast Guard Reserve in joint-service mobilization exercises - and I have been continually impressed by the professionalism and dedication of Reserve members.

Now is the time to increase our efforts, to use our ingenuity, experience, and enthusiasm, to ensure the Coast Guard Reserve is well-trained and "Always Ready." I am proud to be leading such a competent and motivated force. Together, I am sure that we will reach, and surpass our goals.

A handwritten signature in dark ink that reads "Alan D. Breed". The signature is written in a cursive, flowing style.

Chief, Office of Readiness and Reserve

UNCLAS

Exchange Policies

Did you know that each military exchange system has different limits for the length of time you may wait in using your Inactive Duty for Training (IDT) shopping privileges? Recently, all Army and Air Force Exchange Service (AAFES) base exchanges adopted a policy of honoring a reservist's pay and points statement (required for entry and purchasing at exchange stores) for a maximum of six months after issuance. This means that you and your dependents must use or lose your exchange shopping privileges within six months of the issuance of each of your CG-4458's. This policy was adopted to prevent abuse of exchange privileges by former reservists using old pay and points statements after losing their eligibility.

The six-month limit at AAFES facilities doesn't apply to all services, however. A survey of other exchange systems has revealed different policies. Navy exchanges honor pay and points statements for up to one year after issue. (However, at the time of this survey, the Navy is considering limiting statement validity to six months.) Marine Corps exchanges have no limit on the length of time they consider pay and points statements valid. The Coast Guard's policy is the same as the Navy's (1 year), with no current plans to change the period of validity.

Reserve COTP Assistance

In a recent memo from the Chief, Office of Marine Environment and Systems to the Chief, Office of Readiness and Reserve, the magnitude of Reserve assistance in Captain of the Port (COTP) activities was evaluated for the first time. The findings indicated that the Reserve is a major and vital contributor to Marine Environment and Systems program goal accomplishment, and that the majority of Reserve augmentation is being properly employed in mobilization related duties.

Strong Reserve participation was seen in three basic COTP field activities: vessel boarding, facility inspection, and harbor patrol. Participation in waterways management, which includes safety zone enforcement, vessel movement control and vessel escorts, was lower, as was Reserve assistance in pollution investigation and response. An explanation for this may be increased emphasis on mobilization skills, and the random nature of oil and hazardous substance skills.

The highest Reserve involvement was in COTP training and Port Security. Port Security was the only area where Reserve hours outweighed Regular hours.

In light of the importance of giving reservists field experience, support and administrative assistance was noticeably lower than other activities. In total, Reserve assistance contributed 12.7% of the combined personnel time to Coast Guard COTP activities in 1984.

The Benefits of Fitness

Coast Guard Reserve Unit Hilo, HI has implemented an innovative bi-annual physical fitness test program. The objectives of the program are to evaluate the fitness of each member, to motivate each member to maintain a high level of physical readiness, and to provide each member with an opportunity to be recognized for having attained a high level of fitness.

One drill is scheduled in the spring, and tests drownproofing and swimming ability. The other test is in the fall, and evaluates general fitness. The format

The President Said...



Free men do not lose their patience, their courage, their faith, because the obstacles are mountainous, the path uncharted. Given understanding, they invariably rise to the challenge."

—President Dwight D. Eisenhower,
New York, Apr. 22, 1954.

of the test was established by LTJG Ed Katahira, Augmentation and Assistant Training Officer of CGRU Hilo.

The fitness evaluation consists of half and quarter-mile runs interspersed with strength movements such as pushups, chinups, and situps. Heart rate and blood pressure are recorded at the beginning and end of the test, to give a more accurate evaluation of fitness level. Reserve paramedics stand by to render assistance if needed, though no injuries or other health problems have yet arisen.

CDR Rick Castberg, Commanding Officer of the unit, believes that this annual program has contributed to an improvement in the physical and military appearance of unit members. The unit has also received the compliments of RADM Clyde E. Robbins, Commander, 14th CG District, and RADM James H. Lipscomb, III, Senior Reserve Officer, Pacific Area, for its support of command directives dealing with weight control programs.

LT D.D. Silva, the unit's Executive Officer, believes that physical fitness contributes to the overall morale of the unit, and the ability of reser-

vists to perform their best in all assignments. He has also seen this program enhance the unit's professionalism, confidence, and discipline in their past two mobilization exercises.

CGRU Hilo is to be commended for its motivation and dedication to professionalism, as evidenced by the innovation of this program.

- Contributed by LT D.D. Silva
CGRU Hilo

Coast Guard Drug Policy: Serious Business

The Commandant's policy against the use, possession, or trafficking of illegal drugs or paraphernalia by any member of the service applies to reservists just as it applies to active duty members of the Coast Guard. That policy, stated in ALDIST 117/85, is simply this: a reservist detected as a drug abuser through positive urinalysis will be discharged. This discharge will be a General Discharge for reason of misconduct. There are no provisions for rehabilitation, and waivers may be granted in exceptional cases for personnel E-3 and below only by the Commandant.

Urinalysis will usually be the means of detection. Reserve Units are presently conducting urinalysis testing, and these tests are being used as a basis for administrative discharges. Urinalysis testing may occur during scheduled IDT (at Reserve Units or augmented commands) or during periods of Active Duty. The procedure employed by the Coast Guard is virtually foolproof. Collected samples are examined by gas chromatography and mass

spectrograph for traces of many illegal substances. The levels of these substances in the sample determine whether the person tested is a drug user or not.

Other methods of detection may also be employed. Possession or use of illegal drugs while in an active duty or drill status, or a civil arrest or conviction on drug-related charges, will be processed the same as will detection by urinalysis. Disciplinary action under the UCMJ may be taken against reservists detected to be drug abusers while on active duty or who commit a drug-related offense on active duty or IDT.

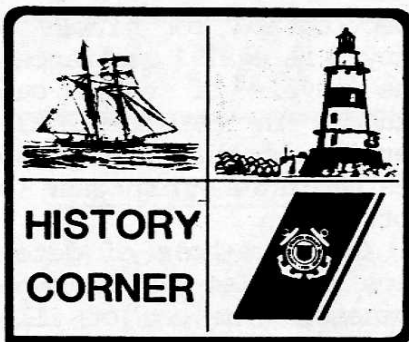
No board is required to administratively discharge a member with under eight years of service. A board must be convened, however, for members with eight years or more service. Nevertheless, this board does not have the power to recommend retention for a member who has been detected as a drug abuser by valid urinalysis: it only ensures that the case is properly handled.

In summary, drug abuse in the Coast Guard will not be tolerated. For any Coast Guardsman foolish enough to be in any way involved with drugs, the question is not if he will be caught, but when. In keeping with our goal to ensure that all members can perform their jobs in a drug-free environment, drug abusers can expect and should anticipate a General Discharge and the adverse effects that accompany same.

"Even with the gift of human understanding and of professional competence arising from careful training, our military leader will not be complete without the third attribute of greatness; namely character—character which reflects inner strength and justified confidence in oneself."

—Gen. Maxwell Taylor, USA





On the DANMARK

This issue's history article is courtesy of CAPT Herbert A. Johnson, USCGR. CAPT Johnson, who graduated from the Coast Guard Academy in 1949, (in the same class as our present Commandant, Admiral James S. Gracey), was stationed aboard the DANMARK at the end of World War II. The vessel recently traveled to Washington, DC for the "Potomac Riverfest", a celebration of the fortieth anniversary of the end of the war, and also for a reunion of Coast Guard officers who served aboard her.

"Now hear this! The war is over!" These words struck me like an electric shock while aboard the anchored DANMARK in New London (Conn.) harbor the night World War II ended. As I watched the lights from New London and the flares exploding in the air from other ships in the harbor, I reflected on how it had become my lot to celebrate the end of the war on the DANMARK instead of ashore with other servicemen.

I had just arrived at the Coast Guard Academy from the infantry in August 1945 as a new Coast Guard cadet. After shedding my Army uniform for cadet uniforms I was assigned a hammock and a sail station

prior to sailing into Long Island Sound to experience my swab summer cruise on the full-rigged DANMARK. (Swab summer is the first year of summer training for Coast Guard Academy cadets during their four-year period of training.)

When Germany invaded Denmark in 1940 the Danes interned the DANMARK in the United States. The ship was promptly assigned to the Coast Guard Academy to train both four-year cadets and four-month officer trainees. The Coast Guard had burgeoned to 175,000 officers and men engaged in duties such as amphibious assault, antisubmarine warfare, and troop transport under the Navy Department.

Of the three Danish officers (Captain Hansen, Mr. Langevaad, and Mr. Roemer) I remember Mr. Roemer the best. He was a young Danish officer who had just been married in Denmark when the DANMARK fled to America. Perhaps this is why he appeared to be a strict disciplinarian. I can still recall my first day aboard when we were required to climb the main mast up past the topgallant sail and sidle out on foot ropes on the royal yardarm. A fellow cadet froze on the standing rigging halfway up to the main yardarm. Roemer chased him up the rigging shaking his fist and belting, "You vill, you vill go opp!" By the time the cadet had fled to the royals just ahead of the fiery Dane, he had lost his fear of heights.

The cruise was filled with various experiences. Each cadet had to know every clewline, halliard, downhaul, leechline, and buntline before going on liberty at Oyster Bay, New

York. Captain Hansen barked orders to maneuver the ship as we cadets worked at our sail station yardarms or handled lines.

Lines were worked to the tune of a boatswain's pipe, and there was a different tune for each mode of hauling lines. For example, each cadet knew from the pipe when to stop running away with lines and when to haul hand-over-hand. I'm certain an observer ashore would believe we were well-trained elves as Captain Hansen maneuvered the ship alongside the dock and we hauled lines to the cadence of the boatswain's pipe or furled sail to orders shouted by our Danish taskmasters.

One morning I awoke and found my hammock heeled so far to port I thought the ship was sinking. As we scampered to the main deck the Danes ushered us over the side on rafts to scrape off the ship's barnacles before breakfast.

Later during swab year the corps of cadets mustered for a going-away ceremony for the DANMARK. Admiral Pine thanked the Danes for their wartime services and the DANMARK sailed for its homeland. Shortly after this we sent a contingent to Germany to accept the Bark HORST WESSEL as a war reparation. The name was changed to EAGLE, and it was used as a training vessel at the Coast Guard Academy where I learned the joys of sailing to Europe as an upper classman, maneuvering the ship as cadet officer-of-the-deck, and directing the efforts of a new army of "swabs" in the proper techniques of holystoning the main deck.

(Reprinted courtesy of LABSTRACTS, Naval Research Laboratory, Wash., DC.)

A FIRST FOR THE U.S., AS WELL AS THE COAST GUARD

On 29 March 1985 Nguyen Q. Ha graduated from U.S. Coast Guard Officer Candidate School at Reserve Training Center Yorktown, VA, and was commissioned as an Ensign in the Coast Guard Reserve. What makes this seemingly routine event special is that ENS Ha is the first Vietnamese-born recipient of a commission in the U.S. Armed Services. He is currently assigned to duty at Coast Guard Headquarters, Washington, DC. Following is his own story.

"I was born in 1958 and grew up during the Vietnam War (1950 - 1975). My family had left South Vietnam for the United States a few days before the North Vietnamese took total control over the entire country. My entire family now resides in California, with the exception of myself.

My ancestors are North Vietnamese. My father and mother fled communism by moving to the South, because the country was divided by one of the Geneva Treaties. My father then went to the United States, Japan, and the Philippines for military training. He, by the fall of South Vietnam, became a Lieutenant Colonel in the Vietnamese Air Force.

My first seventeen years in Vietnam, I lived with my family in military bases, where my father worked. I remember, sometimes we had to sleep under sand shelters for three consecutive nights to avoid the enemy's rockets, falling from the dark and quiet sky. Broken glass in the kitchen. Fire a few blocks away. Holes as big as a small truck in the middle of the streets. Those were common scenes. Many of my friends lost their fathers in the war. Because that happened so often, I never felt sorry for any of them. Death, caused by war, did not attract my attention. I always quickly forgot about it.

When I was twelve years old, I was accepted by a prestigious high school in South Vietnam. This school promoted military discipline and intensive academic training. Misconduct was rewarded with pushups, extra study hours, or after-hours extra duties. To keep up with the academic requirements, most students took extra courses in mathematics, foreign languages, and science from private schools or teachers. I began learning

English at that time, approximately fifteen years ago.

I came to the United States with my family when I was seventeen years old. My father got a car washing job, and I worked as a janitor for Sears, and later graduated from Yuba City High School. I then attended college, majoring in Chemistry. My father at that time received aid through the CETA educational program, and attended college for electronic vocational training. He later worked for General Electric Company as an electronic technician and bought a house for the family.

I changed my major from Chemistry to Engineering and was accepted into the University of California at Davis Engineering School. During the first two years at UC Davis, I was elected President of the Vietnamese Students Association. During my summer vacations, I worked as a mechanic for a trucking company, a farm laborer, and a nurse's aide.

I received my Bachelor of Science degree in Mechanical Engineering from UC Davis in 1983. At that time, the economic recession was at its worst. I then accepted a job offer to work the graveyard shift at a 24-hour food and liquor mini-market. Physical fights and arguments between myself and the night-living people happened almost every week. I once experienced an armed robbery.

Six months later, I received a job offer from a Texaco service station to be a gas attendant and auto mechanic. Soon after, GCA Company in Santa Clara offered me an engineering position. I turned the offer down. I preferred to join the USCG, which I did in September, 1984."



**ENS Ha at the
Headquarters Ocean
Engineering Branch.**

- Contributed by
LCDR T. E. Bernard
Chief, USCG Officer Candidate School



Maryland Reservists Give 41-foot UTB New Life

By LTJG Kim Pickens
CGRESGP Baltimore

***Left - The end result of
dedication and hard work.***

It was late December 1983. Seas were up to five feet as the white cabin cruiser slowly made its way up the icy Chesapeake Bay. Much of the electrical gear on board operated either intermittently, or not at all. Water seemed to be coming in everywhere. The starboard engine outboard exhaust leaked, and the port engine starter button had fallen apart. The bilge pumps were inoperative and the running lights were missing. Only the experience of the crew kept the engines going.

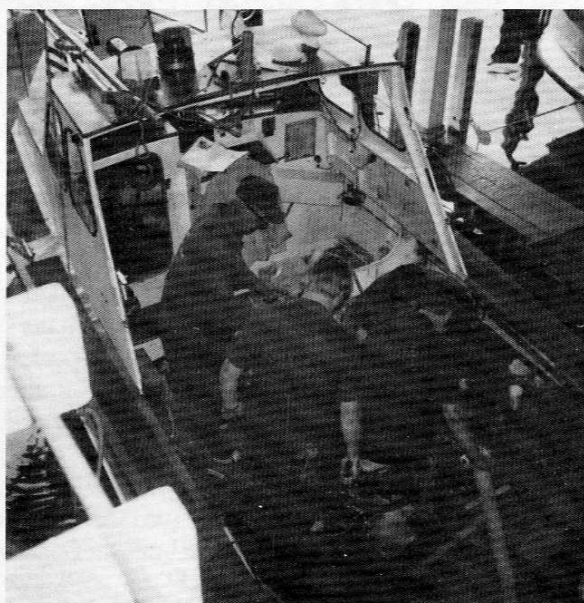
If BMCS J.A. Foster, USCG, had boarded a vessel as unsafe as this one, he probably would have issued a number of citations. However, this particular "cabin cruiser" was a Coast Guard 41-footer, CG 41303, and it was Senior Chief Foster's mission to ferry the UTB from Little Creek, VA to the Coast Guard Yard at Baltimore, MD. After serving as a display vessel, the utility boat had been away from its normal missions, and routine of maintenance. This caused its state upon return: it was full of leaks and damaged or malfunctioning equipment.

When MKCS William Fisher of CGRU Station Curtis Bay, MD examined the vessel for himself, he said, "It was a mess. I don't know how it got that way, but it was a mess."

Senior Chief Fisher had more than an academic interest in the crippled vessel. The 41-footer had been lent to RESGRU Baltimore for training purposes, and it was his job to supervise its overhaul.

An equipment specialist at the Coast Guard Yard in civilian life, MKCS Fisher was acutely aware of contractor costs. Estimates ran at well over \$80,000 for a job this size. So, Fisher organized reservists from Curtis Bay Station and Reserve Group Baltimore, mostly MKs, to perform the major work. Ten reservists were given ADT and some SADT to exercise their mechanical skills. Others performed drill duty working on the UTB's electrical system. Fortunately, the Coast Guard Yard made a building available where the work could be done.

Perhaps the greatest technical obstacle facing the overhaul team was the replacement of the 41's aging, naturally

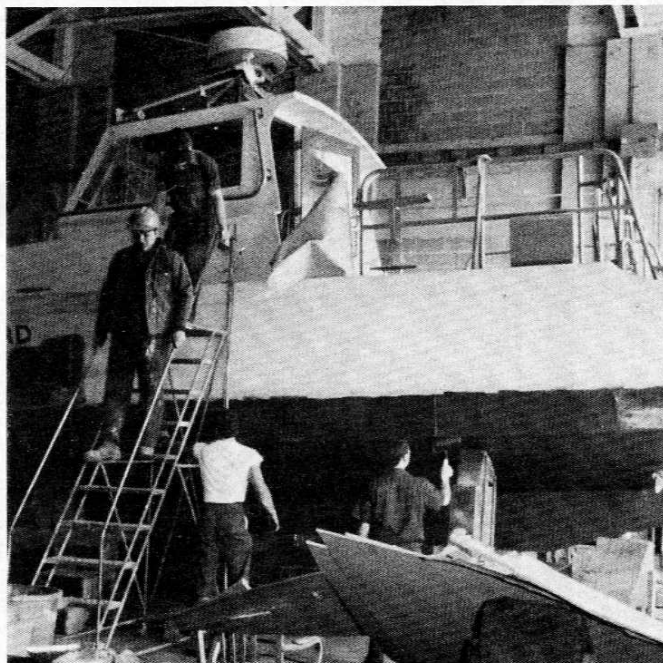


aspirated engines. At the time of construction, CG-41303 had been fitted with engine mounts located in positions different from other 41-foot UTBs. To install the new turbo-charged engines, MKCS Fisher had to obtain and mount modified propulsion shafts, not an easy task.

To see the bright white 41-footer now, you wouldn't recognize it as the unseaworthy UTB that made its berth at Curtis Bay Station over a year ago. Gone are the water and electrical problems that plagued the ferrying crew. The decks and cabin are neat and well-cared for. The brightwork gleams.

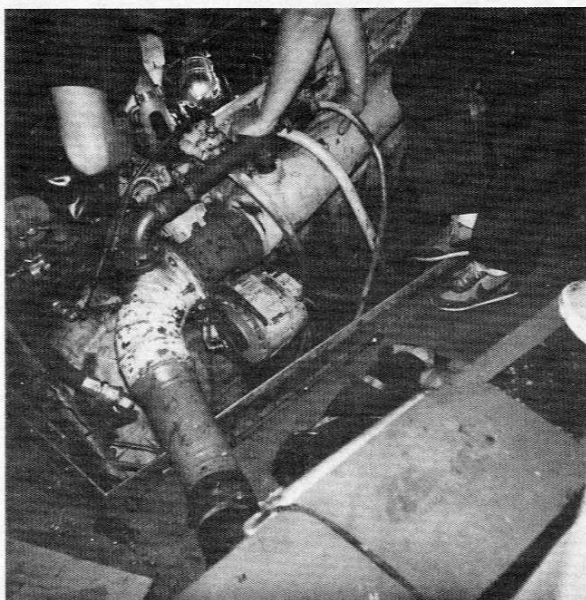
This project was a labor of love. Officially, the number of man-hours spent in refitting the boat was just under 1,400. Unofficially, the number was much higher. Senior Chief Fisher personally spent countless hours of his own time working on all aspects of the refit. Most of the other reservists involved in the project also spent many hours, without pay, getting the boat into shape. In addition, everyone at Curtis Bay Station spent many of their "dead time" hours putting finishing touches on the boat.

The result is a newly-refurbished UTB, completed at a fraction of the cost originally estimated. For the reservists involved, the project provided hands-on training of a type and scale that is seldom available. Thanks to the hard work of its Reserve patrons, CG-41303 is now in active service once again.



Opposite Below, and Above - The Baltimore reservists became familiar with all facets of the refit.

Below - The completely refurbished Utility Boat.



Above - Hands-on MK training at its best.



OUR FLAG is the proud symbol of our nation. All Americans should take the time to learn its proper use. Military members in particular, both Regular and Reserve, should take the lead in being knowledgeable about its respect and handling.

How To Respect And Display Our Flag

Have you ever admired, maybe envied, the snappy way those people at your base or installation or aboard your ship handle the national colors?

Each military service has its own rules and regulations for proper care and handling of the flag. There are also a number of laws on the subject.

But how do you handle Old Glory on your own, at home, church, PTA, patriotic society meetings, or at school parties? Respect for the national colors and some knowledge of how the flag should be handled, displayed and cared for is the responsibility of every citizen.

Here are some general rules on handling and display of the flag:

The National colors should be raised and lowered by hand. Do not raise the flag while it is furled. Unfurl, then hoist quickly to the top of the staff. Lower it slowly and with dignity.

It is the universal custom to display the flag only from sunrise to sunset on buildings and on stationary flag-staff in the open. However, when a patriotic effect is desired, the flag may be displayed 24

hours a day if properly illuminated during the hours of darkness.

The flag should not be displayed on days when the weather is inclement, except when an all-weather flag is displayed.

Take every precaution to prevent the flag from becoming soiled. It should not be allowed to touch the ground or floor, or to brush against objects.

When carried, the flag should always be aloft and free—never flat or horizontal.

The flag should not be dipped to any person or thing, with one exception: Navy vessels, upon receiving a salute of this type from a vessel registered by a nation formally recognized by the United States, must return the courtesy.

When displayed from a staff in a church or public auditorium, the flag should hold the position of highest prominence, in front of the audience, and at the clergyman's or speaker's right as he faces the audience, with other flags at his left.

The flag should never be displayed upside down except as a signal of dire distress.

Do not use the flag as a

portion of a costume or athletic uniform.

Place no objects on or over the flag.

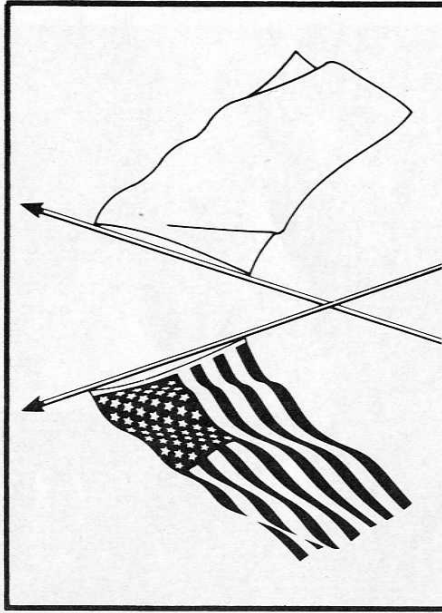
Never use the flag as drapery or to cover a speakers platform.

When the flag is used in unveiling a statue or monument, it should not serve as a covering of the object to be unveiled. If it is displayed on such occasions, do not allow the flag to fall to the ground, but let it be carried aloft to form a feature of the ceremony.

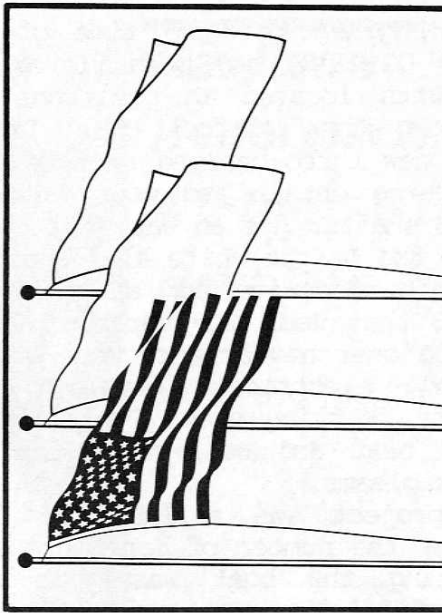
Do not use the flag as a receptacle for receiving, holding, carrying, or delivering anything. Never place upon the flag, or attach to it any mark, insignia, letter, word, figure, design, picture, or drawing of any nature.

No other flag may be flown above the Stars and Stripes, except: (1) the United Nations flag at U.N. Headquarters; (2) the church pennant, a dark blue cross on a white background, during church services conducted by chaplains at sea.

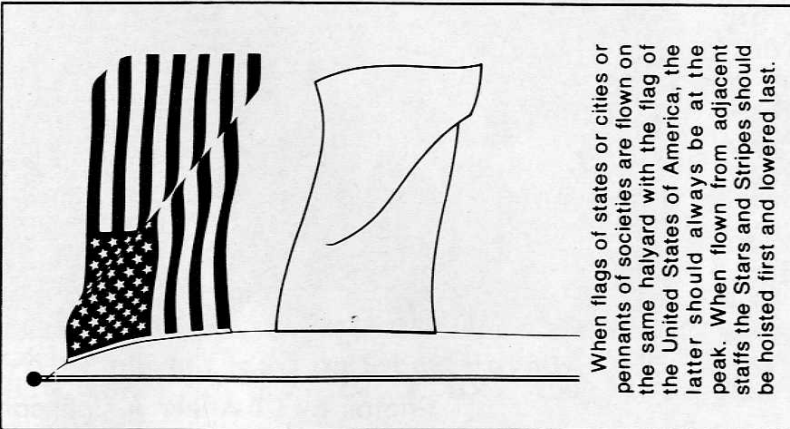
When the American flag becomes tattered and torn or too soiled to clean, it should be destroyed by burning, not dumped in the trash.



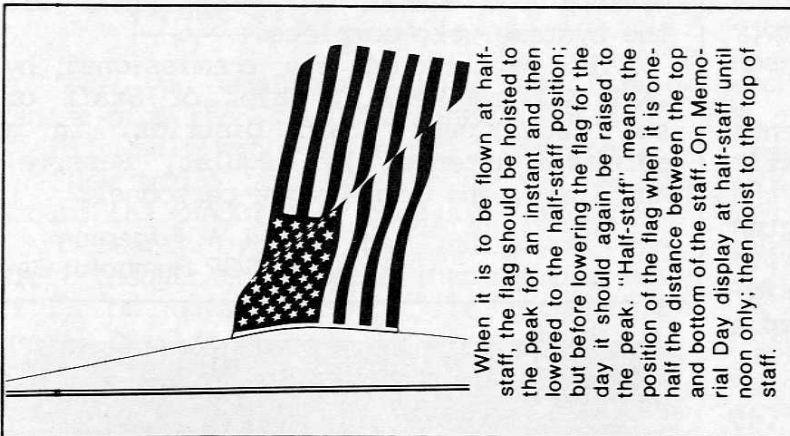
When displayed with another flag from crossed staffs, the flag of the United States of America should be on the right (the flag's own right) and its staff should be in front of the staff of the other flag.



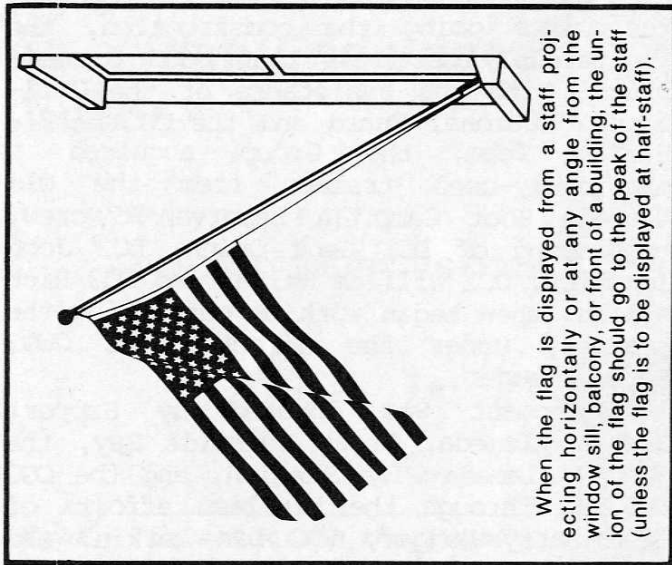
When the flags of two or more nations are displayed they should be flown from separate staffs of the same height, and the flags should be of approximately equal size. International usage forbids the display of the flag of one nation above that of another nation in time of peace.



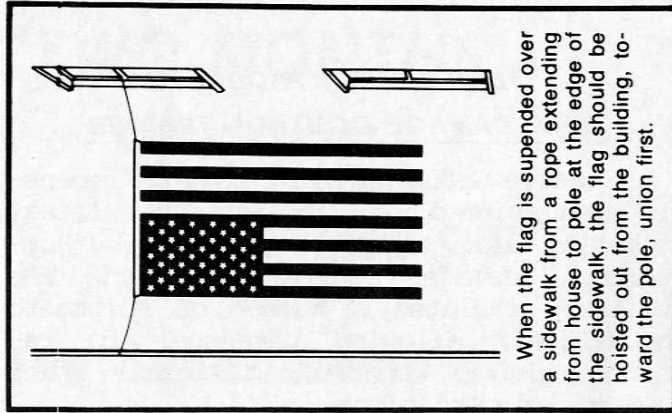
When flags of states or pennants of societies are flown on the same halyard with the flag of the United States of America, the latter should always be at the peak. When flown from adjacent staffs the Stars and Stripes should be hoisted first and lowered last.



When it is to be flown at half-staff, the flag should be hoisted to the peak for an instant and then lowered to the half-staff position; but before lowering the flag for the day it should again be raised to the peak. "Half-staff" means the position of the flag when it is one-half the distance between the top and bottom of the staff. On Memorial Day display at half-staff until noon only; then hoist to the top of staff.



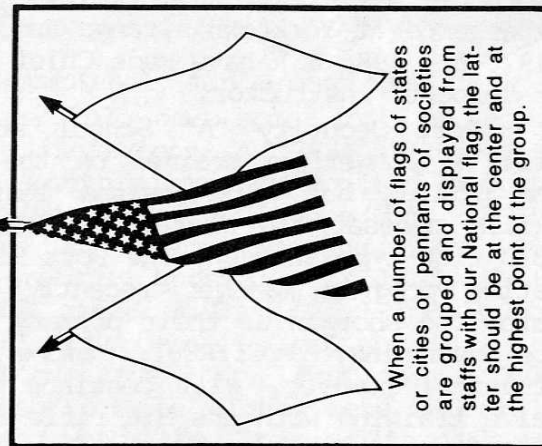
When the flag is displayed from a staff projecting horizontally or at any angle from the window sill, balcony, or front of a building, the union of the flag should go to the peak of the staff (unless the flag is to be displayed at half-staff).



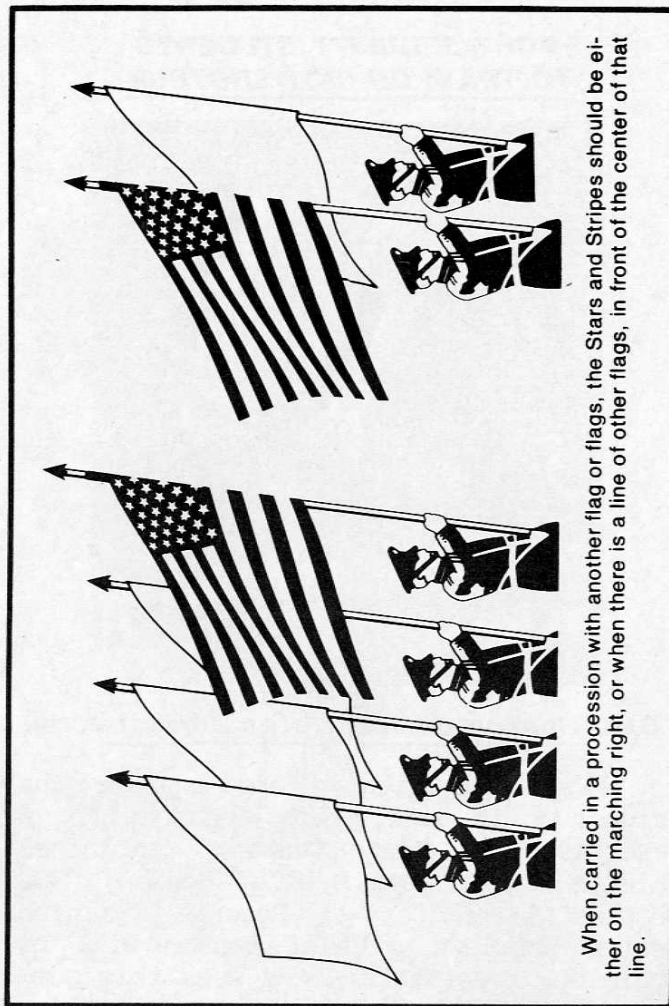
When the flag is suspended over a sidewalk from a rope extending from house to pole at the edge of the sidewalk, the flag should be hoisted out from the building, toward the pole, union first.

Dates To Remember

- May 15
Armed Forces Day
- May 31
Memorial Day
- June 14
Flag Day
- July 4
Independence Day
- September 6
Labor Day
- October 11
Columbus Day
- November 11
Veterans Day



When a number of flags of states or cities or pennants of societies are grouped and displayed from staffs with our National flag, the latter should be at the center and at the highest point of the group.



When carried in a procession with another flag or flags, the Stars and Stripes should be either on the marching right, or when there is a line of other flags, in front of the center of that line.

PORT SECURITY STUDENTS TO TRAIN ON RIOT SHOTGUN



GMC Henson demonstrates perfect form.

"Align the sights, and squeeze the trigger - if done, this will qualify a reservist on every weapon," explained Chief Gunner's Mate Bradley Henson, USCG weapons instructor at Reserve Training Center Yorktown. Chief Henson will be training reservists every week this summer in the Coast Guard revised riot shotgun course (CGRSCL). Five years experience at Yorktown's range and armory (1978-81, 1984-85) have made Chief Henson an "expert" instructor.

Port Security "A" School students will no longer be trained on the rifle and pistol, but will instead learn the skills necessary to master the Remington M870 riot-type shotgun. The Port Security rating program manager recently designated the shotgun as their primary weapon for training. ROCI/REBI, among other students, however, will continue to receive training with the M16 rifle and .45 pistol.

The 12 gauge, pump-action weapon is about 42 inches long and weighs 8 pounds. It has a magazine capacity of 4 rounds, a maximum range of 600 yards, and an effective range of 50 yards. It is now widely used throughout the Coast Guard in harbor patrols and vessel boardings.

The course includes instruction on nomenclature, loading, combat loading, and firing at silhouette targets from the shoulder and both hips. The target used is the same as that currently in use for qualification on the .45 pistol.

TEAM EFFORT PRODUCES NEW DAMAGE CONTROL TRAINER

Reserve Group Humboldt Bay, CA recently commissioned the 12th District's latest training aid: a fully operational "Buttercup" damage control trainer. The trainer simulates a number of shipboard casualties, allowing personnel to receive damage control training under controlled conditions.

Through a concerted team effort, and reservists doing the construction, the "Buttercup" cost less than \$600 to complete. With the assistance of the California National Guard and the CG Pacific Strike Team, the Group acquired a previously-used trainer from the old Alameda Boot Camp. A Reserve DC crew, consisting of DC1 Gene Quinn, DC2 John Benedict, DC2 William Welte, and DC3 Rich Mykich, then began work on outfitting the trainer, under the direction of CWO2 Barney Hauger.

Equipment was donated by Support Center Alameda, Group Humboldt Bay, the SUPCEN Alameda Fire Station, and the CGC CLOVER. Through the tireless efforts of LCDR Larry Dugger, RDC Dan Larkin, and CWO2 Hauger, work continued every drill weekend for almost two years until all the systems were completed.

The "Buttercup" was commissioned by CAPT William Merlin, Chief of Staff of the 12th Coast Guard District, in a ceremony attended by Regular, Reserve, Auxiliary, and Navy League personnel.

By LCDR L.W. Fogerson
CGRESGP Humboldt Bay



Above - Shooting from the hip.

Photos by LT Arthur A. Johnson
CGHQ, (G-RSP)

"TWO MONTHS BEFORE THE MAST"

The experiences of a Direct Petty Officer on a High Endurance Cutter

BY PA3 PAUL F. ENO

CGRU 1ST DISTRICT OFFICE



***Right - The author on the flight
deck of the USCGC Chase
(WHEC-718).***

"Are you employed?" asked the Lieutenant from the First District Office.

"I'm self employed, sir," I answered.

"How would you like to do six weeks aboard the CHASE? They need a PA badly!"

I nearly dropped the telephone. The first thought that popped into my mind was 'I'll be UNemployed if I'm gone that long!' The second was ME on a SHIP? At SEA? But something made me say instead, "Let me talk it over with my wife..."

Now, going to sea is completely routine for most Coasties. Most reservists have "been there" at one time or another and many do ADT or TEMAC underway. But when you're about to turn 31, have never been in the service before, and are newly enlisted in the "Petty Officer Specialist Program" (so new you don't even have a uniform yet), the very idea can be awesome. And if, on top of that, your degree is in philosophy and you lead a quiet and reclusive life as a freelance writer, taking care of your baby son while your wife works in her law office, the idea

becomes completely mind-wrenching.

To me "D7" was some sort of cough medicine ingredient. A "378," I thought, must be something made by Pontiac. And the implications of "BML" were not to be mentioned in polite company. Well, as you've probably guessed, I said "yes" to the CHASE offer. Meanwhile, I hadn't the slightest idea how I was going to be transformed from "Mr. Mom" into "Old Stormalong" in the eight weeks before 16 April '84, when the "big white one" was slated to depart Boston for the mysterious Caribbean realm of pirates, Soviet subs, drug runners, and other menaces.

But then I attended the Reserve Enlisted Basic Indoctrination (REBI) course at RTC Yorktown from 26 February to 9 March, and found it a tremendous experience. Meant for older (average age: 30), first-time enlistees with a civilian skill that qualifies them for an immediate rating, REBI is an incredibly compact and very thorough introduction to life in the Coast Guard. Along with the Coast Guard

orientation course, it gave me just what I needed to feel confident about my upcoming adventure. To my own astonishment, I returned home from REBI with the M16 expert medal and the .45 sharpshooter ribbon. ("Given your rating, I hope you never aim anything at me," Yorktown's XO quipped on graduation day.)

Then, suddenly, it was Saturday, 15 April. There I stood on the pier, seabag slung over my shoulder, about to embark on a two-month cruise. My wife, Jackie, and son, Jonathon (then aged seven months), and I are very close, but the fact of separation really hit us only at that moment - an experience sailors know all too well. The weather was wet, cold, and generally miserable, and that didn't help our spirits.

I'd been aboard the CHASE several times after returning from Yorktown, to familiarize myself with the photo lab, but I knew only two people on board. One was my boss, ENS (now LTJG) Thomas Cullen, the PAO, and SN Mark Miller, who usually had to take the pictures and run the photo lab on top of his many other duties. Both were

upon. One PAC had told me simply: "Don't go!" Well, none of this proved true, and my shipmates soon made me feel welcome. The food was great, too, and that certainly raised my spirits!

On 17 April, our second day out, I met with Captain John Lockwood, who outlined what he wanted from me: a complete photo record of the trip, morale shots of and for the crew, and of course, the all-important evidentiary photos once we got down south and started making boardings.

Though the overhead leaked like a sieve, the photo lab was well equipped and easy to work in, though trying to develop photos with the ship rolling drunkenly in heavy seas was somewhat disconcerting. I kept myself very busy, photographing people at their jobs and at recreation all over the ship, and grinding out over 100 hometown news releases. As the Captain had said, keeping that busy kept my mind off how much I missed my family.

And no, I didn't get seasick!

One of the best things about being a PA is that you're almost always where the action is. Aboard the CHASE, I got to see

"I'd had dire warnings from various people ashore about PAs being resented and reservists being looked down upon. One PAC had told me simply: 'Don't go!' Well, none of this proved true, and my shipmates soon made me feel welcome."

so personable that I began to feel at ease almost at once - until I saw the berthing area. This unbelievably small place was the "port 10-man" on the second deck, and I thought it singularly ominous when I heard my shipmates refer to their bunks as "pits." My "pit" certainly deserved its name; it was right under the big, dripping A/C unit and for nearly two weeks I had no pillow or blanket because of a shortage. I found my shipmates very pleasant, though, and was pleased to meet a number of reservists from RU Boston vessels who were on their annual ADT.

We got underway a day late, on account of bad weather. I stood forlornly on the starboard bridge wing, camera about my neck, watching Boston fade away into the misty distance. I felt like a kid away from home for the first time.

But things steadily got better, and I adapted remarkably quickly to life at sea. At first, I was self-conscious - at an elderly 31, I was the oldest third class on board. I'd had dire warnings from various people ashore about PAs being resented and reservists being looked down

and record all aspects of shipboard life and work in a way that no one else could: to feel the pulse of both officers and enlisted in a unique way. Both groups were amazingly open with me. I also tried to exercise the first rule for PAs - stay out of the way, something everyone seemed to appreciate. I became an expert at finding little strategic corners to shoot from, and I became a familiar sight on the flying bridge, from which I could get a good view of just about everything, especially boardings and small boat drills.

The biggest gun I'd ever seen was the civil war cannon on the town green. But during the "gunshoot", I got to see the big 5-inch in action. Catching that elusive muzzle flash on film suddenly became the primary goal of my life. (I finally did it once - later in the cruise.)

April 24-26 found us involved in integrated antisubmarine warfare exercises off the Bahamas with the USS HAYLER and the HMS OTTER. These included the firing of torpedoes by the CHASE. On the 29th, a quiet Sunday morning with the sea as calm

as glass, I got my first sight of a bale of marijuana. This "grouper" had apparently been floating for at least two weeks. We were unable to snag it, so the GMS sank it with small arms fire.

We made six boardings during the cruise, but no busts, much to my disappointment. During the whole time, I was involved in the briefings with all the boarding teams, as I would have to go over to take detailed evidence photos in the event of a bust. We did make one pick-up of Haitians from the CGC CHEROKEE, and made a brief stop at Port-au-Prince. For me, the highlight of the trip was our main port call at St. Croix, U.S. Virgin Islands, for two days in May.

After a swing down the western side of the Lesser Antilles (as far as Martinique), we headed north toward Puerto Rico, where CHASE was the "guest of honor" at San Juan's Maritime Day celebration. This was a busy time for me as the ship's PA. I even served as spokesman for the ship on a radio news program.

Finally, at the end of May, we headed north toward home. A temporary SAR call that diverted us toward Bermuda kept my heart in my throat, but the DALLAS got there first and we continued northward. On the morning of 4 June, we rounded Cape Cod and approached Boston. I never thought I'd be so glad to see pale green water and good old New England lobster boats again! The arrival and reunion I need not describe, since it's familiar to every sailor who has ever had to say goodbye to loved ones.

Yes, I'm glad I said "yes" to the Lieutenant from the First District Reserve office. I feel that I made up for a great deal of experience I missed by not joining the Coast Guard earlier. And I like to think that I played some small part in the war on drugs. I made many good friends. And I'll never cease to be amazed - and grateful - that the folks at REBI were able to prepare the likes of me so well for so much in so short a time.

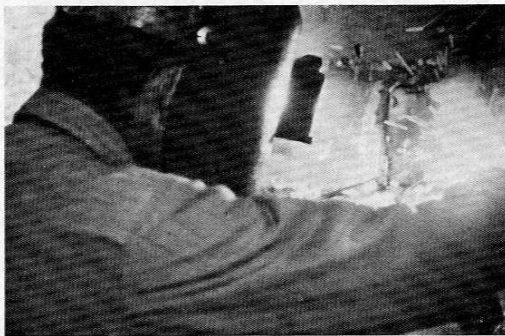
Now I feel just a bit more proud when I put on my uniform, and I feel a real solidarity with all our shipmates who serve at sea. And, during my "two months before the mast," I learned that I thought I was too old to learn ... and that's certainly the true test of any experience.

1986 RESERVE OFFICER WAR AND STAFF COLLEGE COURSE SCHEDULE

DATE	CLASS
13 Jan 86	Reserve Officer Defense Economics Naval War College, Newport, RI Eligibility: 04-06
20 Jan 86	Reserve Components National Security Course Pensacola Naval Air Station Pensacola, FL Eligibility: 04-06
03 Mar 86	Reserve Officer Orientation Armed Forces Staff College Norfolk, VA Eligibility: 04-05
21 Apr 86	Reserve Officer Strategy/Policy Naval War College, Newport, RI Eligibility: 05-06
14 Jul 86	Reserve Components National Security Course Fort McNair, Washington, DC Eligibility: 04-06
08 Sep 86	Reserve Officer Naval Operations Naval War College, Newport, RI Eligibility: 03-06
09 Sep 86	Reserve Officer Orientation Armed Forces Staff College Norfolk, VA Eligibility: 04-05
02 Nov 86	Reserve Components National Security Course Location to be announced Eligibility: 04-06

All courses are 12 days in duration. Inactive duty Reserve officers who meet the eligibility requirements should submit their application via the chain of command as outlined in Chapter 4 of the Reserve Training Manual, COMDTINST M1500.12A. The submission deadline to Headquarters (G-RST) is 7 October 1985.

ADT Courses Explained :



**WELDING AND BURNING (W&B)
(Scorch and Torch)**

As the picnic and barbecue season is now upon us, we should all have an increased awareness about the proper use and care of patio grill equipment, lest we burn the hotdogs or overcook the burgers. More seriously, this course is currently only being offered at Reserve Schools Alameda. The training is available to E-4 or above in the DC, EM, or MK ratings for those personnel with related mobilization or augmentation assignments.

The student will be instructed in oxyacetylene welding procedures, cutting and arc welding, welding safety, and welding equipment maintenance. Proper handling and safety procedures will be demonstrated and followed up by practical exercises under the direction of an instructor.

Further subject areas addressed by the course are an introduction to welding, oxyacetylene welding equipment, welding safety, and the shielded metal arc (SMA) welding process.

The following practical factors are addressed during the Welding and Burning course: for the DC rating - .402, .403, .404, .502, and .603. For the MK rating - .403. Also, for the DC rating the .401 and .501 knowledge factors are addressed.

As a possible point of interest, one should know that the average class size is seven, with two instructors. Needless to say, Welding and Burning students enjoy the unlimited access to an instructor that is so essential in this type of "hands-on" course.

Students should come prepared with work uniforms and black steel-toed shoes for the practical sessions.

ADT COURSES AND OTHER TRAINING:

Take advantage of the opportunities to excell

For over a year, space in each issue of the magazine has been devoted to describing and detailing the various Active Duty for Training (ADT) courses available to you. Don't take these courses lightly. This series is for your benefit, to keep you informed and knowledgeable about the broad range of educational opportunities available, whether specifically within your given rating, or of a broader, more career-oriented nature.

Practical, efficient, and professional training has to be the cornerstone on which the Coast Guard Reserve is founded. Augmentation, field exercises, correspondence courses, servicewide exams, and all the numerous ADT courses educate and prepare the individual reservist to be more effective in his given mobilization billet, and thus a more valuable asset to the service. Seeking Coast Guard training, in any form, enhances not only your ability to perform as a professional, but also your career as well.

This is why the ADT courses are stressed. A productive way to spend active duty time, they are beneficial both to you, and your unit. The more highly trained the reservist, the better Coast Guardsman that individual will be. The more highly trained the Coast Guard Reserve as a whole, the more prepared we are to assume the duties assigned, whether in peacetime, or war.

Please take the time to go over the ADT course schedule. Look into the courses directed specifically at your rating, and job upon mobilization. Take advantage of the training opportunities that are available to you - if everyone were to do this, the Coast Guard Reserve would be assured of being "Semper Paratus" in its service to the regular Coast Guard, and the nation.



BOAT CREW QUALIFICATION:

Reserve Unit Sandy Hook's Aggressive Program Pays Off

As all boat crew members know, getting initially qualified, or requalified, under the new Boat Crew Qualification Program, COMDTINST 16114.6, is an ambitious undertaking requiring many resources and long hours of hard work. At Reserve Unit Sandy Hook, we found that we could not meet the 1 December 1983 deadline for requalification during drill weekends by trying to fit underway training in between normal SAR operations, district inspections, weapons qualification, judgmental shooting, career development planning, and other requirements.

In our initial attempts during the summer of '83, we authorized all qualified coxswains and the MKC to sign off completed tasks. This streamlined the process and relieved the active command personnel of this burden. Our objective was to complete as many underway tasks as possible, but due to SAR activity and the unfamiliarity of the program, we did not accomplish as much as we had hoped to.

BMC Hutchenson, XPO of Station Sandy Hook at the time, and I, realized at the end of SAR season that weekends would not provide sufficient time to get people qualified. We decided on a two-week ACDUTRA period in April 1984 to reach this goal. In December 1983, fifteen reservists volunteered for the ACDUTRA and were issued orders. Of the fifteen, 5 had to qualify as crewman and coxswain, 4 for crewman and engineer, and 6 for crewman only. All these personnel, except two of the crewman, had been previously qualified under the old CG-313, which made the process somewhat easier. Because two weeks would be just enough time to complete the underway tasks and check rides for fifteen personnel, we realized that more had to be done in advance.

So, we conducted classroom and dock-side instruction during winter drill weekends to complete those crewman tasks not requiring being underway. Coxswains and engineers, however, had many more tasks to do. To resolve this, MKC Fischer worked with the engineers on their tasks during drill weekends, and the coxswains met on their own time one night a week at a member's home.

During the two-week period, all personnel were busy day and night. We set up a classroom in the boathouse for formal instruction and study groups. To meet all the conditions of the tasks (i.e. fog, heavy seas, night, etc.) we had to get underway whenever conditions prevailed. Nevertheless, during this training, the Station's work still had to be done, including preparations for a District Inspection. There was little to no liberty, and when not underway, everyone was in the classroom, reviewing and studying tasks until 2100 hours on many nights. This BMC thought he was back in boot camp.

The many hours of planning, preparation, and implementation paid off. At the end of the two-week period, all fifteen personnel had survived the training and check rides (each of which took seven hours) and were qualified. Because so many people trained together during this period, they became extremely familiar with the program, and able to effectively train others during weekend drills. Consequently, during the summer, three more persons were qualified as crewman, and one more as engineer. We will continue this program this year, when 5 unqualified personnel, supported by a qualified Reserve boat crew, will perform their ACDUTRA at Station Sandy Hook to complete their tasks for qualification.

There are two ingredients that make this program successful. First, personnel must be motivated to take the initiative, not only to accomplish the required training, but also to contribute to the training process. The Senior Petty Officers who had been previously qualified under CG-313 prepared and executed the lessons necessary for the training, both during the drill weekends, and the ACDUTRA period. Second, the cooperation and support of the regular command is essential. We were given 200%. During the two-week ACDUTRA, Station personnel served as classroom and underway instructors, made the boats available as much as possible, and coordinated the training needs with me on a day-to-day basis. The "total force" Coast Guard is sincerely in effect at Station Sandy Hook, and its value is unquestionable.

- By BMC Stephen J. Slovenz
CGRU Sandy Hook

NCESGR -

READY, WILLING AND ABLE TO LEND A HAND

For several years, you have held down two careers - the one with the Coast Guard Reserve, and your normal civilian occupation. Do the two get along? Sometimes the two careers get along very well; your civilian employer is supportive of your work with the Coast Guard Reserve, and your Reserve Unit values your civilian experience. Other times you may have an employer who is entirely unsupportive. He may even hassle you about your time spent with military duty - especially if he wants you at work and your CO wants you running boats, for example. There is something you can do in both of these situations.

If you have a conflict between your military obligation and your civilian employer, you should know that there are people who have the know-how and experience to help you out. You know that you have to report two days a month for inactive duty for training and two weeks a year for active duty. But does your employer know that he is required by law to let you go?

When a conflict arises, the place to start is with your employer. Let him know what you are doing and how it can help you in your civilian job. And, let him know the law. The law (38 USC 43) requires that an employer excuse a worker to attend military training. The reservist must return to work at the start of the next regularly scheduled shift. The reservist can attend military training for an undefined "reasonable duration," and still the employer must allow the reservist to return to his original job. Additionally, an employee cannot be denied a promotion because of Reserve participation. You as the reservist, however, must keep your employer informed about your military schedule. Don't tell him about your weekend drill on Friday afternoon. While permissible by law, it is not advisable.

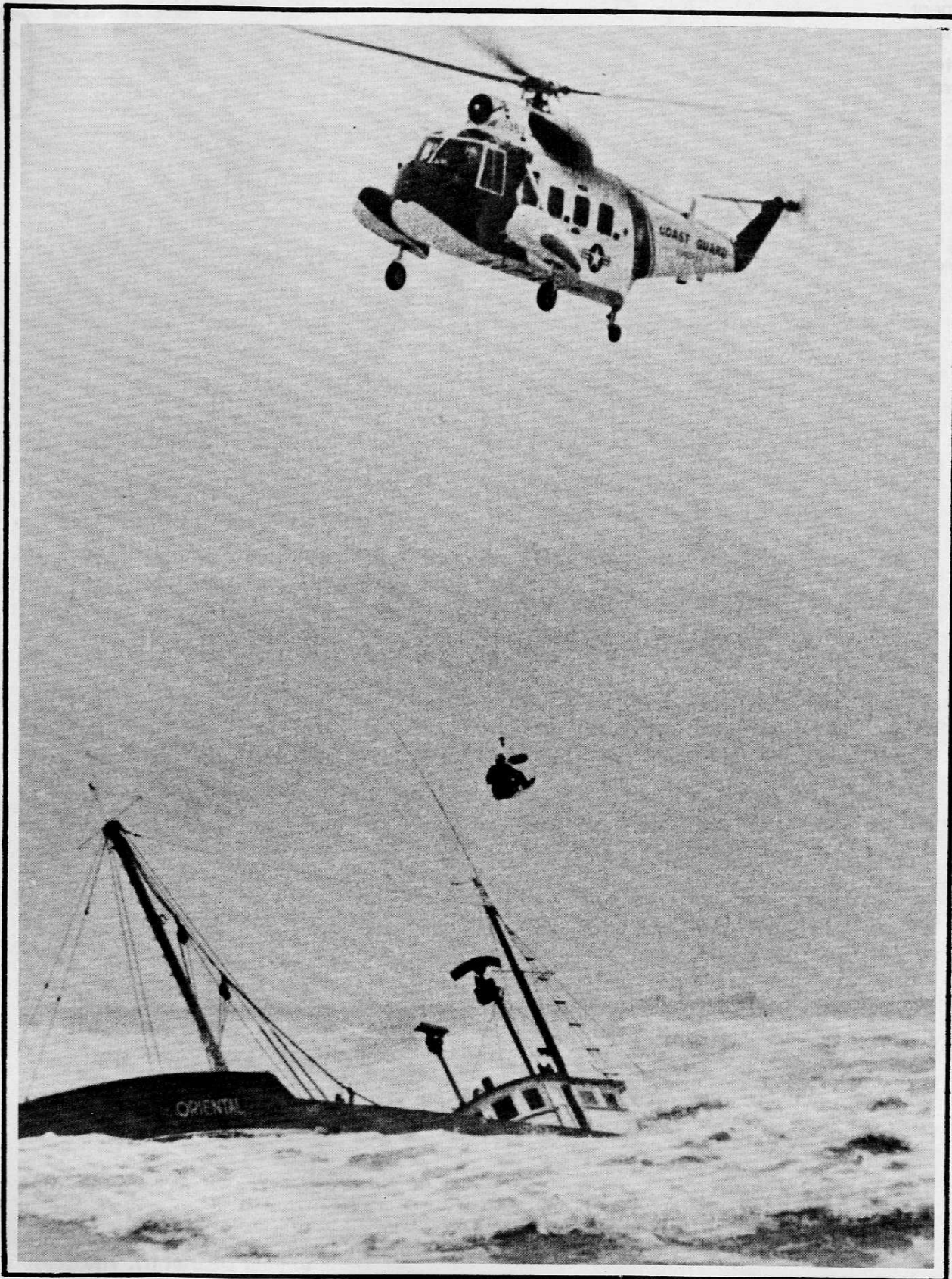
Let's say you've done all that, and you are still having problems. Call your Commanding Officer, and have him talk with your employer. If that doesn't work, then it is time to call the National Committee for Employer Support of the Guard and Reserve (NCESGR). The NCESGR deals in Reserve/Employer relations, and through their national and state offices, they can solve any employer relation problem you may have. They exist to help you out.

You say you don't have a problem? Your employer likes your association with the Coast Guard Reserve? Then let him know that you appreciate his support. Nominate him for an Employer Support Award from the NCESGR. The nomination form is included in a package, partially sampled at right, which is available to you at no charge. Your employer will then receive an award indicating his willingness to support you and the Reserve program. This is a superb way to thank your employer for his support of your dual careers.

For information on NCESGR awards, NCESGR help and the law for you and your employer, call the Committee at 800-336-4590. In Virginia and Guam, call collect at 202-696-5305. Or, write them at 1117 North 19th Street, Arlington, VA 22202.



- By PS2 Peter A. Stinson
CGRU Potomac River



Hoisted to Safety

The Sikorsky HH52A Sea Guard helicopter, also featured on the front cover, has been the workhorse of the Coast Guard's Air Fleet since 1962. Above - three men are basket hoisted from the trawler ORIENTAL, which foundered and broke up in heavy surf on Oregon Beach Inlet on the Outer Banks near Nag's Head, NC, on 21 December 1969.

Photo by Aycock Brown, Manteo, NC

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